

WEST MARIN GENERAL PLAN

ADOPTED BY * MARIN COUNTY BOARD OF SUPERVISORS * ON JULY 10, 1967 * (B/S RES. NO. 9366); * AND AMENDED * MARCH 4, 1969 * (B/S RES. NO. 6944)

A GENERAL PLAN has been executed as a portion of the Marin County Master Plan in accordance with State Planning Law. It is a long-term general guide for the physical development of West Marin. As such it sets forth goals for the orderly physical development of this section of the County. A master plan is not a law. It is, however, the basis for the administration of laws which may be adopted to effectuate it.

A GENERAL PLAN should be a dynamic instrument and in this regard should be reappraised and reviewed periodically so as to remain a contemporary guide. However, an interdependence exists among all parts of the Plan and, therefore, any contemplated changes should be reviewed so as to assure that such changes do not affect the careful balance of its various parts.

NOTE: THE WATER STORAGE PROPOSAL SHOWN ON THIS PLAN INDICATES ONLY THE DESIRABILITY OF ONE OR MORE MULTI-PURPOSE RESERVOIR PROJECTS IN THE WALKER CREEK-CHILENO CREEK DRAINAGE SYSTEM, WHOSE ULTIMATE FEASIBILITY WILL BE DETERMINED ON THE BASIS OF JOINT STUDY BETWEEN THE COUNTY OF MARIN AND THE NORTH MARIN COUNTY WATER DISTRICT.

CONCEPTS OF THE PLAN

It is assumed that Marin County will in the future continue to provide a fine suburban living environment; that scarcity of suitable land and other limiting factors suggest that major manufacturing will not locate in the County; and that Marin's role as a reservoir of rich outdoor recreational areas will steadily increase.

Job opportunities will continue to exist in wholesale and retail trade and in certain industries suited to Marin and its labor force; in development and construction fields; and in the emerging recreation and tourist industry so especially suited to Marin's physical assets.

While the 1990 population of the County is expected to reach a figure more than double that of the mid-1960's, West Marin's growth will likely more than triple. The economy of West Marin will change gradually from one predominantly dependent upon agriculture to one oriented primarily to recreation and tourism. By 1990 the latter may produce an income, to West Marin alone, of 20 million dollars. All development in the area should be handled in a manner that will support and enhance the realization of such a visitor-oriented economy to the fullest.

The Point Reyes National Seashore, Tomales Bay, existing and proposed State and County beaches and parks, adjacent watershed lands, as well as open space which can be preserved through use of the "cluster" principle in housing, are all part of a great outdoor reserve vital to the Bay Area. Marin County's policy is to maintain, through conservation and wise use of its resource of land, those qualities that have in the past made Marin's environment desirable and that can in the future produce a beneficial local economy based on recreation and tourism.

OBJECTIVES OF THE PLAN

1. To retain the present unique environment of West Marin County through the preservation of its natural physical assets and through enhancement by the works of man.

- To set forth standards of development which, while accomplishing the primary objective, will produce facilities of practical service and result in economies of construction.
- To recommend a primary traffic system which will provide adequate, direct, safe and quick access to major points of interest in Marin.
- To recommend a secondary traffic system through areas of particular scenic importance which will provide adequate, safe access with emphasis upon affording the opportunity of leisurely motoring through and viewing of these natural wonders.
- To encourage community identity, cohesiveness, and economic stability through the development of a workable, realistic, comprehensive plan.
- To integrate West Marin with the programs of development for Marin County as a whole.
- To provide a reference against which to evaluate all land development and public improvement proposals.
- To provide a basis for evaluation of public improvements to the end that said improvements are timely and consistent with need and that the cost to the taxpayer is held to the minimum.

In order that these goals and the potential of West Marin may be fully realized, the following recommendations are made:

- Top priority should be given, by the State of California and the County of Marin, to solution of Marin's highway needs, which include:
 - location, design and earliest possible construction of State Route 17 from San Rafael to the entrance of Point Reyes National Seashore. See reference to California State Highway 17 as a portion of Part II of the West Marin Master Plan, under CIRCULATION, page 28.
 - immediate planning and right-of-way protection of State Highway 37 from the Novato Area to a connection with Route 17 near Point Reyes Station. See reference to California State Highway 37 as a portion of Part II of the West Marin Master Plan, under CIRCULATION, page 28.
 - immediate planning and right-of-way protection of Shoreline Highway (State Route 1) as part of an elongated park from the Golden Gate Bridge along the coast of Marin County to the north County Line. Due to the magnitude of the landscaping through which this route will pass, it must be designed and constructed with utmost care as a moderate to low speed scenic parkway. See B/S Res. No. 9574, 1/23/68. See B/S Res. No. 9598, 2/6/68.

CLIMATE

West Marin's climate, like that of the Mediterranean regions of Europe and Africa, is characterized by temperate summers and cool, rainy winters. Constant winds of moderate to strong velocity occur on exposed headlands. Inland-bound, moisture laden air moving over the cold offshore Pacific currents, condenses into very low stratus clouds which, while they moderate coastal temperatures, make Point Reyes the center of the heaviest and most frequent fogs on the Pacific Coast. The winter months account for the great majority of rainfall; and there is little or no rain during summer. Temperature extremes, varying only 29 degrees from monthly average minimum to maximum throughout the year at Point Reyes Lighthouse, evidence the modifying influence of the ocean. Farther inland, on Drakes Bay and on the east side of Inverness Ridge, temperatures are substantially higher. Gentle to moderate breezes from the northwest prevail in summer; becoming more southerly in the winter months, with maximum velocities occurring during the infrequent winter gales.

HISTORY

The first known inhabitants of West Marin were the Coast Miwok Indians, the remains of whose dwellings along the west side of Tomales Bay, around Drakes Estero and the seaward shores,

contain evidence of their dependence upon marine animals for food. Doubtless not all of the 113 known aboriginal village sites were occupied at the same time, but around 1500 A.D. there were probably more Indians living on the Point Reyes Peninsula than there are Caucasians at the present time.

Drakes Bay has long been considered the most probable location where Captain Francis Drake and his men spent some six weeks during 1579, careening and repairing the "Golden Hind". Discovery of incontrovertible proof of the Drake sojourn would catapult the area into the ranks of the nation's outstanding historic sites, since it would mark the earliest-known English habitation within the boundaries of the United States. The Point Reyes area figures prominently in the annals of Spanish exploration of the Pacific Coast, and efforts to reach the Drakes Bay anchorage by land from the south led to discovery of San Francisco Bay in 1769. During the early 19th Century, Drakes Bay was familiar to traders, whalers and fur hunters of the United States, Mexico, Great Britain and Russia. Land grants made by the Mexican governors of California in the 1830's and 1840's, and later secured by the Treaty of Guadalupe Hidalgo, still mark many existing holdings. For a time before the mid-1830's Olema Valley was controlled, and the Indians removed, by Mission San Rafael; then, during the mid-Nineteenth Century, the Rancho Tomales y Baulines (8,800 acres), Rancho Punta de los Reyes (35,000 acres), Rancho Bolsa de Tomales and Rancho Nicasio were established. Over the years, the ranches have been divided into smaller holdings adequate to support independent dairies and ranching activities.

Several small communities have developed in West Marin and some, like Woodville, have virtually disappeared. Olema, which survives, began as an Indian village; and in the early 1800's Tomales Bay stretched far enough south to allow lighters to dock there. When, in the 1870's the new North Pacific Coast Railroad was built bypassing Olema some 2-1/2 miles to the north, Olema Station—now Point Reyes Station—became the center of business activity. Tomales, serving as a transfer point for produce and travelers, had schooner service to San Francisco as well as railroad connections to the north and east. Inverness was subdivided as a resort-residential community in 1879.

GEOLOGY

Narrow, seventeen-mile-long Tomales Bay, together with the equally long and narrow floor of the Bay's southeastern projection, Olema Valley and Bolinas Lagoon, represent the visible evidence of the world-famed San Andreas Rift Zone, along which the San Francisco earthquake of 1906 took place. Lateral movement along the many cracks of the San Andreas Fault has produced a marked northwestward displacement of the land west of the zone. As a result, the rocks of the Peninsula westward of the fault are completely different in type and age from those of the mainland to the east, having moved hundreds of miles over the centuries and the Peninsula is consequently an isolated geological unit justifying its appellation, "Island in Time". The high country of Inverness Ridge and the promontory of Point Reyes are formed mostly of erosion-resistant granite enclosing areas of limestone, quartzites and schists which are the remnants of the ancient rocks into which the granite was intruded as a molten mass. Low rolling country of softer sands and shales connects the ridge with the promontory.

NOTE: ROUTING FOR CALIFORNIA STATE HIGHWAY 17 (AUTHORIZED AS A FREEWAY TO RUN FROM U.S. HIGHWAY 101 NEAR SAN RAFAEL, TO CALIFORNIA STATE HIGHWAY 1 NEAR POINT REYES STATION; AND EXTENSION TO POINT REYES NATIONAL SEASHORE ENTRANCE REQUESTED BY COUNTY OF MARIN) AND ROUTING FOR CALIFORNIA STATE HIGHWAY 37 (AUTHORIZED AS A SCENIC HIGHWAY TO RUN FROM U.S. HIGHWAY 101 NEAR NOVATO TO JUNCTION WITH CALIFORNIA STATE HIGHWAY 1 IN THE VICINITY OF NICASIO) HELD IN ABEYANCE, AS PART OF SECTION II OF THE WEST MARIN GENERAL PLAN

TO RUN FROM U.S. HIGHWAY 101 NEAR NOVATO TO JUNCTION WITH CALIFORNIA STATE HIGHWAY 1 IN THE VICINITY OF NICASIO) HELD IN ABEYANCE, AS PART OF SECTION II OF THE WEST MARIN GENERAL PLAN

LEGEND

RESIDENTIAL

- CATEGORIES A & B
LOW DENSITY
- CATEGORIES C & D
MODERATE TO LOW DENSITY
- CATEGORY E
MODERATE DENSITY
- CATEGORY F
LAGOON RESIDENTIAL
- CATEGORY G
HIGH DENSITY

COMMERCIAL

- SHOPPING CENTERS
- HISTORIC COMMERCIAL
- SERVICE COMMERCIAL
- COMMERCIAL RECREATION

COMMUNITY FACILITIES

- NEIGHBORHOOD PARKS
- CEMETERY

SCHOOLS

- ELEMENTARY
- JUNIOR HIGH SCHOOL
- HIGH SCHOOL
- JUNIOR COLLEGE

REGIONAL PARKS-CONSERVATION

- BEACH PARK
- BOATING PARK
- WAYSIDE-VIEWPOINT
- GEOLOGICAL SITE
- NATIONAL AND STATE PARKS
- FISH AND WILDLIFE PRESERVES

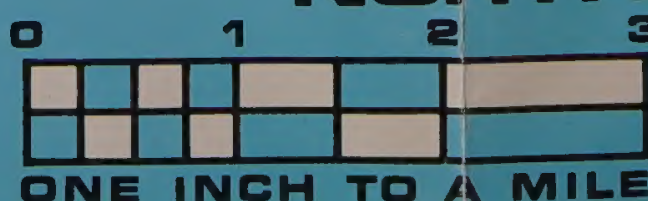
ALTERNATES:

- WATER RECREATION
- MULTIPLE RESIDENTIAL
- LAGOON RESIDENTIAL
- NEIGHBORHOOD COMMERCIAL

CIRCULATION

- STATE SCENIC HIGHWAY
- COLLECTOR ROAD
- PARKWAY

PLANNING AREA VICINITY



WEST MARIN MASTER PLAN

PLANNING CONSULTANTS: HAROLD AND MARY SUMMERS, DAN COLEMAN ASSOCIATES.

THE WEST MARIN PLANNING AREA

The total Planning Area contains some 96,000 acres, 53,000 of which are within the boundaries of the area designated as the Point Reyes National Seashore. The balance of the acreage breaks down into the following slope classification:

Tidelands	1,005 acres
0-10% slope	12,984 acres
10-25% slope	10,891 acres
25%-40% slope	7,857 acres
over 40% slope	10,673 acres
Total:	43,410 acres

ACREAGE SUMMARY

TABLE 1	Acres
Residential Development (See Table 2)	41,310
Other Uses (See Table 3)	2,100
Total Acreage	43,410

The West Marin Master Plan is basically a picture of how the Area might look, from land-use and transportation points of view, at a time of total ultimate development. The individual elements of the Plan are:

- RESIDENTIAL
- RECREATION & CONSERVATION
- SCHOOL
- CIVIC & INSTITUTIONAL
- COMMERCIAL
- UTILITIES
- COMMUNITY DESIGN
- CIRCULATION
- EFFECTUATION
- HISTORY
- CLIMATE
- GEOLOGY

RESIDENTIAL ACREAGES AND HOUSING UNITS

Type	Category	Slope	Residential Density (H.U./Ac.*)	Area (Acres)*	Housing Units
Low-Density Residential	A B	over 40% 25-40%	0.35 0.75	10,673 7,557	3,736 5,669
Moderate to Low-Density Residential	C D	10-25% 0-10%	1.15 1.5	10,556 9,132	12,138 13,698
Moderate-Density Residential	E	variable, but predominantly 0-10%	3.5	3,162	11,067
Lagoon Residential	F	0-10%	7.0	104	728
High-Density Residential	G	variable, but predominantly 0-10%	24.0	126	3,034
Subtotal:				41,310**	50,060

NON-RESIDENTIAL ACREAGES

TABLE 3	Acres
District Commercial (Pt. Reyes Station)	60
Historic Commercial (Olema & Pt. Reyes Station)	20
Commercial Recreation (Olema to Pt. Reyes Station)	375
Service Commercial (Pt. Reyes Station)	30
Golf Course	100
Cemetery	10
Stream Reserves (Keys Creek, Estero San Antonio, Estero Americano and Lagunitas Creek)	500
Fish and Wildlife Preserve and Stream Reserve (Head of Tomales Bay and Lagunitas C. Creek)	1,005*
Subtotal:	2,100

RESIDENTIAL

The great mass of hillside land within the Planning Area is proposed to be utilized ultimately for residential purposes, with alternate uses related to the economy of the area allowed under special conditions. This land should continue to be used as grazing land until development occurs.

In consideration of: (a) the fundamental concept that the West Marin environment is unique and that primary consideration must be given to preservation of the irreplaceable environmental qualities and, (b) the balance of land use, transportation and public facilities, the preceding *Density and Area Summary* is given.

Areas for multiple-residential use are shown on the Plan at locations within and adjacent to the more-urbanized population concentrations which may be expected to offer, usually within easy walking distance, varied community and commercial facilities, schools and a greater possibility of access to any public transportation facilities of access to any public transportation facilities which may be provided. Within areas having water which may be provided, only half of the property or tideland frontage, only half of the property or tideland should be covered with structures, in order to maintain an impression of openness.

Special areas set aside for "lagoon residential" are proposed in two marshland sections to the east and northwest of Point Reyes Station. Each of these should contain a lagoon system, providing for interesting development and pleasing views from the hillside above; the lagoons themselves would provide an additional function as a practical and economical method of solving the drainage and flooding problems in these low-lying marshlands.

Included in the *Density and Area Summary* is an estimate of number of families and population of tidelands at the head of Tomales Bay, if the area is not, as recommended, used for fish and wildlife preserve. The Plan suggests alternate uses of commercial recreation, planned multiple residential, and single-family lagoon residential; and includes an additional neighborhood shopping center.

Based on the densities outlined in the Plan, an ultimate population of approximately 125,000, at a density of 1.15 housing units per gross acre, is possible at some indefinite future time. The land required for public facilities to serve these future needs should be planned for and reserved now.

Although certain intensive uses of land are proposed for the vicinity of the rift zone of the San Andreas Fault, these uses may be subject to change or modification pending information becoming available in the future bearing on the earthquake question. In the present locating of uses, the earthquake hazard has not been taken into account.

It is recognized that the area encompassed by the West Marin Master Plan lies along and adjacent to the northern segment of the San Andreas Rift Zone. Cognizance is therefore taken of the various existing governmental identifications of the geologic make-up of the subject area and the possible potential hazards to which it is subject. This cognizance and recognition are, by this instrument, imparted to the prospective developer, builder, and future buyers, in the anticipation that the best use of land and structure may eventually be realized to reduce hazards to human life.

**Note: Assumes minimum amount of land per housing unit plus 20-25% factor for residential streets, as well as non-residential uses listed below.*

Neighborhood and Community Commercial	30
Outlying Commercial Recreation	180
Playgrounds	100
Junior College	100
High Schools	80
Intermediate Schools	80
Elementary Schools	130
Highways	600
Subtotal:	1,300 acres

***Note: Gross planning area 43,410 acres
Gross Density 1.15 Housing Units/Acre*

RECREATION AND CONSERVATION

The most compelling impetus to residential growth of West Marin will be its unique location with respect to thousands of acres of publicly-owned open space. Here, an almost unlimited variation in outdoor activities, normally available only on weekends or special holidays to a city dweller, can become a part of the daily life of every family residing in the West Marin Planning Area.

POINT REYES NATIONAL SEASHORE

Since 1935 Point Reyes has been identified as having great historic and scientific significance and was cited as an area of "prime importance" for future recreational use. In September of 1962 Congress authorized establishment of the Point Reyes National Seashore. The National Park Service is expected to manage, develop and maintain the 53,000-acre Seashore in a manner which will assure continuing opportunities for active outdoor recreation and enjoyment of the scenic and historic resources by the greatest number of visitors, estimated to reach 2.1 million in 1980 and 2.7 million by 1990. Their use by family groups is expected to predominate, organized groups and special tour groups will be well represented because of easy access to the Seashore from nearby heavy population centers. Overnight use is expected to be heavy as camping facilities are developed within the Seashore; and estimates run to a quarter-million additional visitors per year staying in overnight accommodations in the vicinity, but outside the Seashore boundaries.

WATER DISTRICT LAND

Although no specific watershed lands are identified within the Planning Area proper, those contained in the Marin Municipal Water District Service Area to the East should not be reduced, but rather expanded by rounding out of adjacent State Park holdings and preservation of critical ridge lines. No shore encroachment of potential watershed lands which are needed for the Walker Creek Reservoir proposal be permitted in any form. On the contrary, their use as natural recreation areas supporting open space preserved in State Parks and the National Seashore should be encouraged and developed to the fullest extent consistent with their use for water conservation.

TOMALES BAY STATE PARK

Riding, hiking, picnicking, swimming and fishing facilities are offered along the sheltered western shores of Tomales Bay. The Park has a real potential as an overnight tent camping area, which the State Parks Department should explore in further development of that Park.

SAMUEL P. TAYLOR STATE PARK

Because of its popularity due to camping and picnicking facilities in an unusually fine redwood forest setting, it is recommended that State Park Department plans to connect Samuel P. Taylor State Park with Mt. Tamalpais State Park across Bolinas Ridge be implemented at an early date.

WALKER LAKE RECREATION AREA

If Walker Creek is dammed for use as water supply, special attention should be given, in early planning stages for this reservoir, to public acquisition of adequate lands for public access to the entire shoreline, and for extensive development of facilities to sustain a large and varied amount of water-oriented recreational activity; and for preservation of the natural environmental characteristics.

RIDING AND HIKING TRAILS

Throughout the entire Planning Area a system of riding and hiking trails is proposed to link residents to the extensive lands of the Point Reyes National Seashore, Water District Lands, State Parks and proposed Walker Lake Recreational Area. Precise locations for riding and hiking trails should be required as a part of approval of subdivision or development of any lands within the Planning Area.

GOLF COURSES

The Plan encourages development of golfing facilities, and specially shown on the map is a 100-acre nine-hole course in conjunction with the resort hotel-motel area just easterly of Point Reyes National Seashore. The possibility of developing a course within the seashore should be explored, particularly in the southeastern section.

UPPER TOMALES BAY WILDLIFE REFUGE

Public acquisition, as a wildlife refuge, is urged of the mudflats, marshlands and creek area comprising some 1,005 acres southwesterly of present public waters of Tomales Bay and stretching beyond Sir Francis Drake Highway. Alternative uses for the greater part of this area, as delineated on the Plan Map, are (a) water-oriented recreational uses, (b) "special" multiple-residential, (c) lagoon residential development, and (d) a small retail commercial district.

NATURAL STREAM RESERVES

To enhance the outdoor recreation opportunities sponsored by the National Seashore and State Parks in West Marin, and particularly to rehabilitate certain watercourses as productive fish habitats and spawning areas, the Plan defines several stream corridors which should be preserved as natural stream reserves. They include the flood zone of Lagunitas-Papermill Creek from Samuel P. Taylor State Park to its entry into Tomales Bay; and Keys-Walker Creek below the possible location of a future dam across Walker Creek, Estero San Antonio below Franklin School Road Bridge, and Estero Americano from its upper limit of navigability, respectively, to open water.

DILLON BEACH AREA

This Plan concurs with the recommendation of the 1943 Marin County Master Recreation Plan, that the smooth and sandy beaches and the backing sand dunes be preserved, either by private or public initiative, but indicates low density residential as the suitable alternative if the

primary objective cannot be achieved. The area is roughly outlined by that triangle whose corners involve Sand Point, Toms Point and "Elephant Rock".

Beside the above specified park and conservation area the Plan contains a number of recreation sites which are of more than local interest. They are identified by symbols and classification as follows:

"BEACH PARK" denotes areas where development and use is primarily oriented towards swimming, beachcombing and associated day use picnicking.

"BOATING PARK" identifies an area developed with a launching ramp and incidental picnicking, or off-shore moorings with limited camping for boaters.

"WAYSIDE"-"VIEWPOINT" indicate sites developed exclusively as vista points for a short-term stop, as well as places for roadside picnicking and incidental overnight stops by travel trailers.

"GEOLOGICAL SITE" indicate the preservation of unusual rock formations and their environmental setting, but may be enhanced by picnic development and interpretive features.

NEIGHBORHOOD AND COMMUNITY PARKS

With residential development as proposed in the West Marin Master Plan, the accepted urban standard of a neighborhood playground within a quarter-mile of every home is modified to recommend that neighborhood-type facilities be provided at or adjacent to all school sites. Adjacent lands could contain areas for pre-school children, neighborhood swimming pools, sheltered picnic grounds, 10-acre neighborhood parks are recommended between school sites.

CIVIC AND INSTITUTIONAL

COMMUNITY CENTERS

Governmental services which would eventually be rendered locally will probably include: legislative, administrative, finance and taxation, public health, public safety and fire protection, public health and welfare, school administration and branch county offices. *Cultural activities* in which the area as a whole might participate would be: library, auditorium and museum or art gallery. Many of these uses of land and activities are interrelated and combined; and when grouped together give the best of public service and efficiency with an economy of operation.

The existing activity centers of Point Reyes Station and Tomales should be recognized and a community center should be developed at each, at the northern end of town, in the case of Point Reyes Station, and in Tomales either immediately west of existing Shoreline Highway or on a site of 10 to 15 acres adjoining the newly-selected high school site.

CHURCHES

Although it is recognized that it may be a number of years before intensity of development will warrant extensive community centers, early citizen action to reserve sufficient land for such centers will result in untold economies in the future, promote community identification, and give direction to orderly development of each community.

A fire station should be located at each neighborhood, community or district shopping center.

Although specific sites for churches are not included in this Plan, the following criteria are recommended as prerequisites for approval of special permits for churches by the County:

1. Sites located so as not to interfere with existing or prospective traffic movements.
2. Sites which will not engender undue traffic on quiet residential streets.
3. Sites of adequate area to support ultimate growth in building and offset parking. Three acres is recommended as minimum, increasing on basis of projected growth.

CEMETERIES

Expansion of the existing cemetery south of Olema to an estimated ten acres, to serve the entire Planning Area, is recommended. Treatment of the facility should include screen landscaping and flush-pipe markers, to achieve a more pleasing visual effect.

Studies underway and other studies proposed will very likely shed more light on potential development of water supplies in West Marin.

Annexations to North Marin County Water District, pertinent to West Marin Planning Area: 1. NMCWD Annexation No. 2, East Coast of Tomales Bay in Marshall Area, May 10, 1966. 2. NMCWD Annexation No. 3, Inverness Park, Point Reyes Station and Olema Area, March 21, 1967. 3. NMCWD Annexation No. 5, Cypress Point Area, April 16, 1968. See "Marin County Water Supply Requirements" prepared by Marin Municipal Water District and North Marin County Water District, September 1963.

COMMERCIAL

RETAIL COMMERCIAL

Shopping Centers

NEIGHBORHOOD—serving from 1,000 to 3,000 homes; convenience goods (3-6 acres *Total area, including storage, circulation, parking and landscaping*). Five such facilities are shown on the Plan.

COMMUNITY—serving from 3,000 to 10,000 homes; is usually located within a grouping of neighborhoods and serves a sufficiently greater number of people than the neighborhood to enable addition of depth to the merchandise. Such a facility is recommended for the community of Tomales (12 acres *Total area, including storage, circulation, parking and landscaping*).

DISTRICT—serving 30,000 or more; has general merchandise of great depth and variety with one or more department stores at its core. A district shopping facility is recommended to the west of the present center of Point Reyes Station (60 acres *Total area, including storage, circulation, parking and landscaping*).

COMBINATION SHOPPING CENTERS—The District and Community shopping centers for those families within close proximity; and the District center will serve, as well, as a community shopping facility.

Shopping center locations should remain as flexible at this time as is consistent with demand, allowing the future market to dictate need. The C-P "Planned Commercial" zoning district should be applied to those areas eventually selected for retail commercial use.

SERVICE COMMERCIAL

The Plan recommends a wholesale-service district of approximately 30 acres to the south and west of the present retail area of Point Reyes Station; and automobile dealers could well be grouped nearby, but separated from, the proposed district shopping center.

The thousands of acres of recreational lands within and surrounding the Planning Area will annually draw millions of visitors. The "visitor industry" (also called variously "tourism", the "tourist and recreation industry") includes all non-resident hotels, motels, commercial recreation facilities, as well as the portion of the restaurant, retail sales, transportation and personal service industries deriving significant support from tourists, if Marin County, and West Marin particularly, will take vigorous action to support private enterprise in the development and promotion of facilities for the tourist, there exists the potential for support of the County's economy in a type of dollars which will have the most beneficial effect.

The Land Use Plan indicates an area of some 375 acres between Shoreline Highway and Bear Valley Road, and between Olema and Point Reyes Station, as a centrally-located block especially set aside for tourist-oriented commercial-recreation activity. Generalized locations, totaling an additional 180 acres, are shown on the Land Use Plan as suitable for development of recreation facilities which would fulfill the tourist trade market, with respect to both recreation activities and services required. Development of the commercial recreation centers shown on the plan will require special attention to assure that their appearance and use will be harmonious with surrounding areas and in keeping with the concepts of this Plan.

HISTORIC COMMERCIAL

A potential tourist interest exists in Olema, Point Reyes Station, Tomales and Marshall. Although standard commercial zoning districts are recommended, owners should be encouraged to preserve existing historic features. A total area of 20 acres for Point Reyes Station and Olema is recommended for special attention.

RESORT RECREATION

It is the concept of this Plan that private resorts of an extensive nature could be developed on various of the large ranch holdings. A resort might consist of overnight facilities including: hotel, motel, camping and trailer space, with facilities for rental of horses and boats, with organized day and nighttime recreation for the entire family. Such a resort would take full advantage of the public open space and recreation areas surrounding the Planning Area as well as developing activity centers as part of a vacation program.

No specific areas have been set aside for such resort development. Selection has been left to a public review and decision by the Planning Commission and Board of Supervisors as specific proposals are made.

UTILITIES

WATER SUPPLY

Sources of water supply, now limited to local wells or springs, will become an increasing problem with any appreciable growth of West Marin. Additional difficulties may arise due to infiltration from sewage facilities.

Steps should be taken now to assure the availability of an adequate public water supply when it is needed, probably within the next decade. Possible sources include: (1) The Marin Municipal Water District's project at Lake Nicasio, some three miles east of Point Reyes Station; and (2) the proposed Walker Creek Lake project at and beyond the northern portion of the Planning Area. Limited, local water supplies may be developed in a number of small valleys within the West Marin Planning Area. While desalinization of sea water was investigated, its immediate economy is subject to question.

It is considered unreasonable to call upon Marin residents outside the area to finance West Marin water development per se; and it may be possible, particularly with reference to the proposed Walker Creek Lake, to finance the planning and construction of such a facility primarily as a recreation project, and secondarily as a facility for conservation of water.

Studies underway and other studies proposed will very likely shed more light on potential development of water supplies in West Marin.

Annexations to North Marin County Water District, pertinent to West Marin Planning Area: 1. NMCWD Annexation No. 2, East Coast of Tomales Bay in Marshall Area, May 10, 1966. 2. NMCWD Annexation No. 3, Inverness Park, Point Reyes Station and Olema Area, March 21, 1967. 3. NMCWD Annexation No. 5, Cypress Point Area, April 16, 1968. See "Marin County Water Supply Requirements" prepared by Marin Municipal Water District and North Marin County Water District, September 1963.

COMMERCIAL

RETAIL COMMERCIAL

Shopping Centers

NEIGHBORHOOD—serving from 1,000 to 3,000 homes; convenience goods (3-6 acres *Total area, including storage, circulation, parking and landscaping*). Five such facilities are shown on the Plan.

COMMUNITY—serving from 3,000 to 10,000 homes; is usually located within a grouping of neighborhoods and serves a sufficiently greater number of people than the neighborhood to enable addition of depth to the merchandise. Such a facility is recommended for the community of Tomales (12 acres *Total area, including storage, circulation, parking and landscaping*).

DISTRICT—serving 30,000 or more; has general merchandise of great depth and variety with one or more department stores at its core. A district shopping facility is recommended to the west of the present center of Point Reyes Station (60 acres *Total area, including storage, circulation, parking and landscaping*).

COMBINATION SHOPPING CENTERS—The District and Community shopping centers for those families within close proximity; and the District center will serve, as well, as a community shopping facility.

Shopping center locations should remain as flexible at this time as is consistent with demand, allowing the future market to dictate need. The C-P "Planned Commercial" zoning district should be applied to those areas eventually selected for retail commercial use.

See "Sewerage Study: A Report Prepared for the County of Marin, California", by Brown and Caldwell, Consulting Engineers, San Francisco, California, October, 1967, and, "Review and Resume of the Brown and Caldwell Report" by Seger and Gilbert, August, 1968.

NATURAL GAS

There is at present no natural gas supply within the Planning Area; nor is any source of supply close enough to suggest that natural gas service might be anticipated within the near future.

The Pacific Gas and Electric Company is presently studying the feasibility of bringing gas into the San Geronimo Valley. If and when extension of gas lines into this area should occur, this then will be the closest source of supply of the Planning Area.

ELECTRICAL POWER

The Planning Area is now well supplied with electrical power. No problem is anticipated in increasing the supply of electrical power to meet any anticipated demand due to projected population increase and development.

TELEPHONE SERVICE

The Planning Area has adequate telephone facilities to serve the present population. No special problems are foreseen in supplying the projected population and anticipated development with telephone service.

FLOODING AND DRAINAGE

The general solution of major drainage and flood control problems is inherent in the design of the West Marin Master Plan.

The several streams draining the major portion of the Planning Area normally discharge approximately 70 billion gallons of water within a single three-months' rainy season. Dams constructed on Nicasio and Lagunitas Creeks by the Marin Municipal Water District regulate the flow of 58 of the 216 square miles of the Tomales Bay watershed. The dam proposed on Walker Creek would, in addition to providing an outstanding recreational facility and a major source of water supply, effectively solve drainage, flooding and siltation problems originating in the Walker Creek basin.

Solution of drainage and flooding problems in the low-lying areas at the southerly end of the Tomales Bay is more complex, and will require widening of drainage channels, as well as levees or berms along the creek banks to contain flood-stage flows. To insure maintenance of such flood-control features and to provide public access to the recreational aspects of the water courses, it is proposed that the levee or berm areas be placed under public control, and that they be landscaped to become useful as strip park areas. Low-lying areas behind the levees should be filled to an elevation high enough to allow runoff water to reach the creeks by overland flow; or, otherwise, drainage should be handled through a system of lagoons and pumps, in which latter case a plan should be prepared for overall drainage of those areas tributary to the pumping-lagoon system.

Drainage waters from the various local watersheds between Walker Creek and Point Reyes Station can be delivered by pipe, culvert and/or channel directly into Tomales Bay.

UTILITIES

COMMUNITY DESIGN

The residential portions of the Planning Area are proposed to be developed for the most part as large lot, low-density areas in keeping with the rural-resort atmosphere of West Marin. Special design standards are proposed for these areas that in turn reflect the rural atmosphere of the Planning Area. In order to give interest and character to the Area and not have all of the hillside covered with similar types of housing, it is a proposal of this Plan that alternate to the conventional subdivision be allowed and, in fact, encouraged. This proposal suggests that a land developer may count on the number of units he might have developed based upon the recommended density and group these total units in one or several selected locations on his property.

URBAN-TYPE AREAS

In those areas where residential lots are small and development is concentrated, as well as in all multi-family, commercial and commercial-recreation areas, all normal County standards of development, including those contained in the County Subdivision Ordinance, should apply.

LOW-DENSITY RESIDENTIAL AREAS

In Low-density residential areas where preservation of natural landscape and rural character are primary objectives, normal County standards should be applied with flexibility and the following principles should govern:

CREATIVE DESIGN OF RESIDENTIAL DEVELOPMENTS

Land planners should be encouraged to be creative in design for residential sites and in the location and design of streets and other improvements. The following design techniques should be encouraged where they will protect the natural landscape and produce improved building sites, while maintaining public facilities consistent with residential densities proposed:

1. All cut and fill slopes necessitated by road construction should be kept to a minimum and carefully planted or landscaped after grading. The use of retaining walls as an alternate solution to this problem should be considered.
2. Roadbed widths can be reduced to the minimum required for travel lanes only if ample parking bays and on-lot guest parking can be assured.
3. A well-laid-out road system is essential and basic to the best subdivision design. The skillful use of fairly short "loop" streets and cul-de-sacs should be encouraged. They discourage through traffic, reducing, in turn, the need for standard street sections with on-street parking. Skillful design to direct through traffic to a very few major streets which can be designed with ample traffic capacity should be encouraged.

4. One-way streets to serve only downhill building sites sometimes permit easier access to building sites and usually reduce the necessity for major on-site grading.

5. Regular lot lines, equal-size lots and standard lot frontages do not usually produce the most desirable building sites. Irregular lot lines adjusted to fit terrain conditions, and assuring automobile access to the building sites without the need for excessive grading, should be encouraged.

TREATMENT OF ROAD IMPROVEMENTS AND TRAILS

In areas where necessary, asphalt dikes or paved ditches may be provided to control surface drainage. Normal curb, gutters and sidewalks should be provided in areas of concentrated developments. Adequate pedestrian paths or riding and hiking trails should be provided, however.

LOT SIZE

Lots should be no smaller in size than recommended in the Residential Plan or permitted in the Zoning ordinance adopted to effectuate this Plan, or as is necessary to provide proper area for an individual residence sewage disposal unit, where such a unit is approved.

GRADING

During the review of tentative subdivision maps, the County Planning Commission will review the plans for any proposed grading and will control the grading as necessary to assure compliance with this Master Plan and to protect the general welfare of Marin County. When reviewing a grading plan, the Commission will determine whether or not adequate building sites will remain; whether unnecessary cutting of trees and hillside will occur; if provision is being made for adequate drainage; if cut slopes will erode or slide; and if compaction in fill will be adequate for stable building foundations.

See Title 21 of Marin County "Subdivisions and Land Divisions", Chapter 21.60.020 (f), requiring preliminary conceptual grading plans with submission of tentative subdivision maps.

CIRCULATION

Predictions of recreation traffic and traffic projections based on forecasts of ultimate population, together with consideration of topography and scenic resources, the existing road system and the potential rural-resort character proposed for the West Marin Planning Area have combined to dictate the streets and highway system. Specific routes for certain major roads, significant portions of which are currently under intensive study by the California State Division of Highways as well as the County of Marin (California State Highways 17 and 37), are not shown on the Plan Map. These, along with the "Marin County Development Plan-1990" have been designated "Part II" of the Plan; and it is anticipated that final approval of the stated routes and of the "Development Plan-1990" will occur, after further study and hearings, at a future date.

The following routes from the basic circulation scheme—the framework—to which the various parts of the West Marin Master Plan are attached. While they are of major importance to the Planning Area, they are significantly and inextricably a part of the countywide road network.

ROUTES OF MAJOR IMPORTANCE

Arterials

CALIFORNIA STATE HIGHWAY 17 is to be the principal east-west arterial across central Marin County, extending from the entrance of the Point Reyes National Seashore to join U.S. 101 in or near San Rafael.

CALIFORNIA STATE HIGHWAY 37 is designated a Scenic Highway, and is to run from U.S. 101 in the vicinity of Novato to junction with proposed Highway 17 in the vicinity of Nicasio.

Thoroughfares

CALIFORNIA STATE HIGHWAY 1 ("Shoreline Highway"), See B/S Res. No. 9574 1/23/68. See B/S Res. No. 9598 2/6/68. Studies are currently underway to determine the precise routing of Shoreline Highway from U.S. 101 to the Sonoma County boundary. Although the route is designated a freeway, a route in excess of two lanes through Stinson Beach and along the east shore of Bolinas Lagoon may be undesirable. A study of a supplementary route along Bolinas Ridge, descending to the lower-elevation route in the vicinity of Olema will be made. The development of this facility should be handled in a manner similar to the approach that would be used in placing a trafficway through a park. The purpose of this careful treatment is not alone the conservation of irreplaceable countryside but as a part of the total picture of the future economy of West Marin based as it is now, and in the future will be, on the visitor industry and all it related considerations.

Within the Planning Area, Shoreline Highway should be treated as a winding parkway, generally along the existing right-of-way on the valley floor, as much as it can be done without wiping out existing historic homesites. It would be desirable to have the roadway skirt (but not intrude into) the National Seashore boundary, thus creating a sense of wilderness on the west side of the parkway.

At some distance not far south of Olema, the route should be relocated as is necessary to preserve the existing old centers and to avoid causing a functional separation between the resort-commercial and the National Seashore, thence back to the existing route in the general vicinity of Bivarte. The objectives here are to circle the commercial and resort development expected between Point Reyes Station and Olema, thus permitting easy circulation between the National Seashore and the resort areas.

</